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[National Transportation Week – May 14-20, 2006](#)

(Source: Secretary Norman Y. Mineta memo to all DOT employees)

National Transportation Week is an opportunity to highlight the importance of transportation, recognize the contributions of the men and women who work in the field and look forward to the challenges ahead.

This year, we also commemorate one of the most monumental and successful transportation developments in history - the 50th anniversary of the Interstate System. For 50 years, the Interstate System has served as a cornerstone of our national economy and broke down the barriers between people and communities.

Today as we celebrate the achievement of connectivity, we recognize our challenge is to plan for the next 50 years and address the congestion problems that have become a daily fact of life for far too many Americans. Despite all the improvements that have been made, congestion on highways, in airports and along the Nation's freight network is endangering our long-term economic well-being by deterring mobility and productivity.

This week, the Department will debut a comprehensive congestion initiative that outlines strategies and action items for reducing congestion at major chokepoints across the United States. This bold initiative will demand the help of each and everyone us in the Department to make a real impact on the quality

of life for the American public we serve. Deputy Secretary Maria Cino and I, along with others from throughout the Department, will ask our stakeholders and the traveling public to join with us to eliminate choke points, reduce delays, and ensure that people and goods continue to move efficiently throughout our transportation network.

Every person and every business in America has a vested interest in reducing congestion. Traffic kills time, wastes fuel and costs money. But we don't have to let traffic delays put our lives on hold any longer. We have the tools, the technology, the plan, and the people to make today's congestion a thing of the past. Happy National Transportation Week and thank you for the work you do every day to keep America moving.

[ATO](#)

[Terminal HQ Employees To Help with "Safe Skies for Africa"](#)

During the week of May 22, an Air Traffic Organization team, under the auspices of the Safe Skies for Africa program, plans to conduct an assessment of Kenya and Djibouti's current and future air navigation system surveillance needs. They are aided and facilitated by Braks Etta of the International Office who coordinated this assessment with the countries and Department of Transportation Program lead.

The three-person team consisting of Malcolm Andrews and Jim Linney from Terminal Program Operations and Martin Adams from Enroute Flight Standards will take their expertise in airspace design, air traffic control and surveillance systems to these countries to aid in improving the services available there, supporting the FAA Flight Plan goal of International Leadership. The team plans to spend a week and a half out of the country.

[HQ News:](#)

[ASR-11 Milestone](#)

(Source: Jennifer Lagana)

The ASR-11 program reached a significant milestone last week. On May 9, 2006, the 22nd ASR-11 system was commissioned at Columbus, GA (CSG). This achievement was the result of

tremendous collaboration from all team members and organizations involved.

The ASR-11 is being deployed in the NAS and will replace aging ASR-7/8 and ATCBI-4/5 radar systems. The system is designed to provide terminal radar service with analog and digital automation interface capability. The ASR-11 offers air traffic controllers improved weather detection, thus increasing situational awareness and, in turn, safety and efficiency.

Indianapolis ATCT/TRACON Commissioning
(Source: Bill Kaplan, NAS Program Operations, Facilities)

When the design of a midfield terminal building posed line-of-site problems for the existing ATCT/TRACON facility at Indianapolis International Airport, the FAA entered into a reimbursable agreement with the Indianapolis Airport Authority for the establishment of the new ATCT/TRACON, which commissioned on April 29, 2006. The new ATCT has an overall height of 345 feet and a 43,000 square foot TRACON/Base Building.



CTSA

Administrator's Award for Environmental Excellence

(Source: Suzan Jardine, Project Lead, Central Terminal Operations Chicago Area Modernization Program Office)

The team working on the O'Hare Modernization Program Environmental Impact Statement (EIS) was nominated and won the 2005 Administrator's Award for Environmental

Excellence (see brief project description below). Air Traffic (Central Terminal Area) was instrumental in not only reviewing the "most complex airport simulation modeling efforts undertaken by the FAA", as stated below, but in countless staff hours writing, editing and reviewing the actual EIS documentation.

While individuals are named, the credit goes to the entire group of individuals at each of the Chicago facilities (ORD, C90 and ZAU), as well as Area Office staff who committed so much of their time and energy to this project. The Project/Team Leads received the awards during a presentation at the 2006 FAA Environmental Forum on May 17 in Washington DC.

O'Hare Modernization Environmental Impact Statement (EIS)

Team Lead: Mike MacMullen

Team Members: Suzan Jardine, Kevin Colbert, Richard Kula, Amy Hanson, Patrick Wells, Charles Prock, Tom Bennett, and Anne Christenson

O'Hare Modernization Environmental Impact Statement (EIS)

The O'Hare Modernization Proposal represents one of the largest, most visible, and most contentious airport development initiatives the FAA has ever sponsored. As a result, the environmental review of the modernization proposal was subject to substantial political, public, and media interest. Whereas it usually takes between 5 and 10 years to complete the environmental review of airport development proposals involving new runways, the O'Hare review was completed in three years. And O'Hare's modernization is much more extensive than the norm. The EIS team met every major process milestone in 2005 including issuing the Record of Decision by the end of FY 2005. As part of the extensive environmental consequences analysis needed to finish the EIS, the team completed one of the most complex airport simulation modeling efforts ever undertaken by FAA. The key to success was an outstanding job of coordination and communication with the nine Federal and state government agencies that contributed to the final EIS. This EIS represents a new benchmark for

completing large-scale environmental review of major airport projects.

WTSA

Helicopters Galore at Safety Stand Down

(Source: Howard Lyons, North Las Vegas Tower Manager)

North Las Vegas Airport was the destination for Silver State Helicopters corporate-wide Safety Stand Down last week. The sky was dotted with 130 Robinson Helicopters and 8 turbine powered helicopters on Monday afternoon when the Silver State fleet arrived from 20 locations across 10 Western and Southwestern States.

Silver State Helicopters are known for excellence in executive charters, law enforcement air support, fire fighting, search and rescue, aerial photography, cinematography and aerial stunt rigging, aerial construction lift work, banner towing, agricultural services, electric sky sign towing along with private and commercial flight training. These copters have recently added Air Traffic Control training to their growing corporate resume.

The Nellis Air Force Base Air Traffic Representative and the North Las Vegas Air Traffic Manager joined several other speakers who addressed the group of over 160 Flight Instructors during the weeklong safety event.

One Year Error-Free at Spokane

Spokane Tower/TRACON (GEG) is proud to announce that as of May 18, 2006, they have reached 1-year and 205,000 error-free operations. Congratulations!

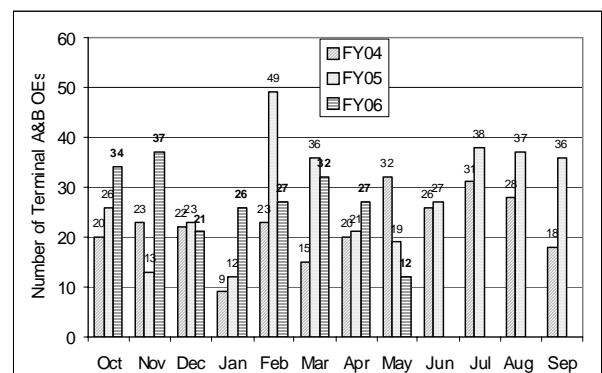
Operational Errors (OEs)

Currently, the Terminal Service Area is 11.3% over our historical pacing limits to stay on track to meet our FY06 category A and B OE goals. This is a small increase from the 11.2% over our pacing targets from last week. The category A/B pacing goal for the month of May is to remain below 23 errors. Being more than half way through the month, the trend for May indicates we will be close to making our goal for the month.

Catego ry A & B	All Categorie s	Ceiling FY06
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Terminal OEs	4	11
Reported 05/12-05/18		
Terminal OEs for April	27	46
Terminal OEs for May	12	23
Terminal OEs FY06 to Date	216	448
Total Terminal Cat A/B OEs	216	340
Total System Cat A/B OEs	396	680

(As of 05/18/06)



(As of 05/18/06)

For this reporting period (05/12/06 – 05/18/06), there were 11 overall operational errors reported. There were 4 category B errors relating to the following factors:

1. Category B error at D10 due to lack of situational awareness
2. Category B error at CLT due to failure to recognize converging traffic
3. Category B error at PHF due to inadequate coordination
4. Category B error at IND due to failure to recognize converging traffic

Focus: Model Workplace

Just Ask

(Source: Viscount Thurston)

For the past several months, I've been working with a small team in Workforce Development.

With the ATO Executive Council's sponsorship, we designed and are about to implement Senior Leadership Development (SLD), a process to strengthen executive competencies in our next generation of senior leaders.

As part of the program, participants need to go out and find an advisor/mentor. SLD advisors agree to help generate participants' leadership development plans and meet with them regularly to support them with their development goals.

Does that sound like the kind of attention you would like to have for your own career development? Well, guess what? You don't need to be part of SLD or any other program to do the exact same thing yourself! How? Just ask.

Of course, in the context your own career aspirations, you need to figure out what you are asking and who you want to ask.

To help generate the "What" in your request, consider these questions:

- What skills and competencies do I need to strengthen?
- What would I like to be doing in five years?
- What do I want to be valued for?
- How do I want to be perceived in the organization?

To figure out "Who" to ask, ask yourself:

- Who has the wisdom and knowledge you want to learn or has mastered the skills I want to acquire?
- Who has qualities I admire and want to cultivate in myself?

Once you can answer questions like this for yourself, you are ready to formulate your request and seek out the person who can best fulfill it for you.

You may say, it's not that easy, and it may not be. However, the assessments that something like this is "too hard" or "not possible" are reinforced by the stories we hold to be true about ourselves and about our work environment. In other words, you may need to challenge your own assumptions and conclude they are not that well grounded before you will move out and make a request for feedback or mentoring.

Examples of inhibiting assumptions include:

- That manager is too busy to make time for me.
- No one here is interested in my career development.
- I don't deserve that kind of attention.

That first assumption ("she's too busy") was holding back a colleague who came to me for some coaching. He wanted to acquire more knowledge in a particular discipline, and he wanted some guidance from a manager he knew with expertise in this area. The manager in question was indeed "busy" (what manager isn't?), but I suggested to my colleague that this individual might actually enjoy having such a conversation with him.

My colleague suspended his hindering assumptions, at least enough to get on the manager's calendar. He later reported having a great conversation that gave him several good ideas on how to pursue the skills he wanted to acquire.

So, whether you would like to have an informational interview, get some feedback, or set up a full-fledged mentoring agreement – take courage. Formulate your request, go to the person you want help from, and see what happens. I'm betting you'll be glad you did.

REMINDERS

Performance Management- Reminder

March 31st was the end of the first half of the performance cycle for 2006, which began on October 1st. Managers/Supervisors should conduct mid-cycle meetings with employees during the 3rd Quarter of 2006.

Mid-cycle meeting is required:

Employee self-assessment (optional) but every employee should be strongly encouraged to complete a self assessment.

If employee's position or responsibilities have changed, modify the plan to reflect those changes.

Supervisor and employee sign and date the cover sheet (If you are using the automated PMS software, remember that both you and your employee need to enter discussion dates)

PMS Software URL: <http://awpcfsrvr-1.awp.faa.gov/pmssci/index.cfm> OR

Go to FAA Employees Site:

www.employees.faa.gov

Select: "Jobs, Pay and Benefits"

Select: (On the right side of screen)
"More" under the Performance Management
Section

Select: Annual Increases and the second
option from the bottom is Software Tools

Available Sources of Information

Via EMAIL

This Week in Terminal (weekly on Fridays)

FAA broadcast email messages (variety of
subjects from AOA-1, ATO-1, etc)

ATO Leaders Report (sent out to ATO managers
bi-weekly and linked to ATO-Online)

WEBSITES

ATO Online (<http://ato.faa.gov>) (with links to
other FAA sites)

FAA employee site (<http://employees.faa.gov>)

ATO Today (one pager updated daily linked to
ATO-Online)

Employee Express (www.employeeexpress.gov)

Focus FAA

(<http://employees.faa.gov/news/focusfaa/>) (bi-
weekly online magazine for all FAA employees)

PHONE NUMBERS

1-800-FAA-News (weekly phone number from
Russ and ATO VP's)

ALL HANDS

All Hands Field Telcons: 4th Thursday of each
month, 11:00 EST, email reminder goes out with
bridge # (Email feedback to
Kathleen.bradshaw@faa.gov)

Headquarters All Hands: 2ND Thursday of each
month, 11:00 EST, Slater Town Hall, 5th floor,
Wilbur Building

NBC Payroll Hotline

With the Department of Transportation's (DOT)
successful migration of our payroll system and

services to the Department of Interior's National
Business Center (NBC) in Denver, Colorado, the
process for employees to request assistance
with payroll matters has changed. As a
reminder, if you have any questions concerning
your pay or leave (e.g., salary payment, leave
balance, savings bonds, W-2 address, electronic
direct deposit to your bank account, special
allotments, tax withholding, deductions for
benefits, Thrift Savings Plan (TSP), payroll debts,
etc.) your point of contact is the NBC Payroll
Hotline at 1-800-662-4324. The hotline is open
from 8:00 a.m. to 7:30 p.m. Eastern Time,
Monday through Friday.

NBC's Payroll Hotline staff is committed to
responding to your questions within 24 hours of
your initial contact. They may not be able to
solve your problem or answer your question in
that time frame, but they will contact you and
indicate how and when they expect to answer
your question. In some cases, questions or
issues may require additional research or other
efforts to resolve satisfactorily.

NBC is committed to resolving payroll concerns
in a timely fashion and has an internal tracking
system for all calls they receive. They also have
their own internal process for escalating calls if
you do not receive a satisfactory response. The
DOT Office of Financial Management continually
monitors reports from NBC's system to ensure
that DOT employees receive timely, high quality
service from NBC.

Sincerely,
Bruce Johnson, VP
ATO-Terminal Services